

LOCKHEED AIRCRAFT CORP.		ENGINEERING STUDY <input type="checkbox"/>		LAC - 171	
		CHANGE PROPOSAL <input type="checkbox"/>			
DATE 7 January 1964		AFFECTS: WSPO <input type="checkbox"/>		PROJECT <input checked="" type="checkbox"/>	
NAME OF MAJOR COMPONENT		PART OR LOWEST SUBASSEMBLY		PART NO. & MODEL OR TYPE	
TITLE OF PROPOSAL : DUAL "I" CONFIGURATION					
NATURE OF PROPOSAL : SEE SHEET 2					
REASON FOR PROPOSAL : To build four (4) lower hatches and provision all Project Articles for the Dual "I" Configuration.					
ES		ESTIMATED COST AND TIME INVOLVED : ADDITIONAL FUNDING REQUIRED :			
CP		ESTIMATED COST FOR KITS OR PARTS : See Page 4 ADDITIONAL FUNDING REQUIRED : Contingent on 2nd Half FY' 64 Funding SP-1923(Task 2)			
ITEMS AFFECTED BY PROPOSAL :					
SAFETY <input type="checkbox"/>	MISSION EFFEC- TIVENESS <input type="checkbox"/>	PERFORM- ANCE <input checked="" type="checkbox"/>	OPERATING PROCEDURE <input type="checkbox"/>	INTER- CHANGE- ABILITY <input checked="" type="checkbox"/>	WEIGHT OR WEIGHT & BALANCE <input checked="" type="checkbox"/>
TOOLS & SUPPORT EQUIPMENT <input checked="" type="checkbox"/>	MAINTENANCE PROCEDURE <input type="checkbox"/>	SERVICE LIFE <input type="checkbox"/>	FLIGHT MANUAL <input checked="" type="checkbox"/>	MAINTENANCE MANUAL <input checked="" type="checkbox"/>	
EST. MAN/HRS. REQ'D. TO ACCOMPLISH CHANGE IN FIELD					
SOURCE OF PARTS FOR KIT LAC & GFAC			AVAILABILITY - WEEKS AFTER APPROVAL See Page 4 Concur IDEA/OSA Vrm		
DISPOSITION OF SPARES AFFECTED NONE			Concur <u>SSD/OSA</u> STAT <u>DFA/GSA</u>		
INITIATED BY : Approved For Release 2002/08/21 : CIA-RDP89B00980R000200170067-2			APPROVED : <u>XXXXXX</u> 22 Jan 64 PROJECT		

NATURE OF PROPOSAL:

A. Build 4 new lower hatches that will include the following features:

1. 2 windows (GFAE) 36" $9\frac{1}{2}$ " x $1\frac{1}{4}$ " thick. These windows to be located at FS 274.56 and FS 284.44, with the 36" dimension in the transverse direction and the windows canted in the longitudinal direction to 13° from the horizontal.
2. A new hatch contour to fair-in the above windows. This will include a "cantilevered" forward fairing section that will extend forward of the front of the Q-Bay and under the fuselage when the hatch is installed. The faired section will be cutoff square at the aft end of the Q-Bay. (Aft portion of fairing will be attached to the landing gear doors.)
3. Relocate the tracker and tracker window as required by the new contours.
4. Hatch internal structure to include a light-tight box around the windows and mating with the light shields on the Dual "I" unit.
5. A Heater-Blower System for defogging the windows.
6. Wiring as required for the Heater-Blower and the Dual "I" unit.

B. Provide Service Bulletins and Service Kits for all Project Articles to accomplish the following:

1. Replace the L.H. and R. H. air conditioning ducts in the Q-Bay with new ducts revised as required to provide clearance with the unit.
2. Relocate the MP13169 (System VI) unit to a new location and fabricate Jumper Harnesses as required.
3. Re-route approximately 6 wire harness runs in the Q-Bay to provide better, more positive, clearance with the Dual "I" Unit.
4. Revise the C186-5 control cable guard to move approximately $5/8$ " outboard.
5. Revise the Q-Bay upper hatch to the F926 hatch configuration thus eliminating the upper sill tension tie.

NATURE OF PROPOSAL (Continued)

6. Relocate the UHF Antenna (R141 Installation) to a new, more forward location just aft of the driftsight bubble. Fabricate and install a new co-ax cable as required.
7. Revise the MLC doors as follows:
 - a. Revise the existing sense antenna fairings to make them readily removable. (These to be installed when flying equipment other than the Dual "I" unit.)
 - b. Fabricate and install new, removable fairings to "FAIR-IN" the aft portion of the Dual "I" unit lower hatch. (These to be installed
- C. Ground Handling Equipment.
 1. Provide 4 new lower hatch ground carts to accomodate the new lower hatches.

NOTE:

1. Power Requirements
100 VA of 115 V-400 cycle, of which, not over 50 VA will be regulated frequency - the remainder to be unregulated.
2. It is assumed that the first installation will be accomplished at the Contractors Facility.
3. The permanent structural weight change to the A/C due to installation of these provisions, is negligible.
Weight of installed package including hatch, fairings, etc., is approximately 650 lbs. Therefore, no additional permanent ballast will be required.
4. Flight Test Program
It is anticipated that the first installation will be flight tested by the Contractor. The program to consist of 6 long, high flights.
5. It is assumed that the equipment supplier will provide the necessary

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